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Motoring in Canada

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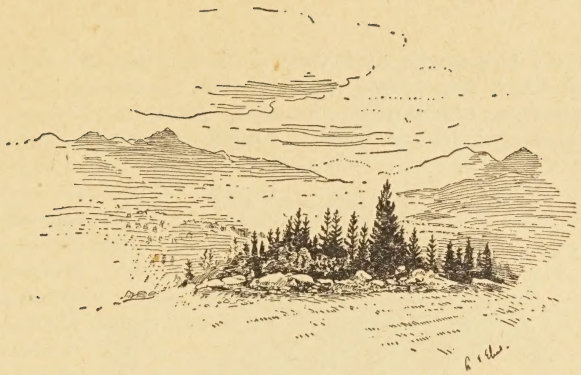


MOTORING IN CANADA

AMONG the many changes in modern life, perhaps the greatest are those resulting from the development of the automobile as a means of transportation. From the chaise and the stage-coach to the railway was a great advance, but greater was the advance from the railway to the automobile with its freedom of action and radius of travel limited only by the existence of roads. Hence it results that regions of North America, formerly visited only by the adventurer and explorer, are now accessible to the private citizen.

Innumerable views and beautiful country, hitherto known to the average citizen only by repute, are now within reach of the motorist. He may visit curious, pretty, old-time hamlets, historic sites and forgotten places aside from the main trail. In fact, it is practically impossible to obtain this intimate knowledge of the country except by means of the automobile. Emerging from the forest road, one sees the beautiful valley, extending for miles with its fields of various colours and groups of farms; or mounting a hill there flashes upon one the wide open sea with snowy sails or, if among the mountains, one passes through a narrow defile and there opens a boundless scene of mountain valley flanked by ranges of serrated heights and, beyond, still loftier snow-capped heights and the gleam of a distant glacier.

Canada is a land in which the advance of civilization has not destroyed the original beauty of nature. Among its greatest charms are the long stretches of beautiful open country interspersed with forests and wood-lots, rivers and lakes. Everywhere the prospect is pleasing to the eye. In the Maritime Provinces, beautiful fields and valleys under rich cultivation, with historic towns and hamlets, are bordered by long stretches of sea-coast, sandy beaches or frowning cliffs, whence may be had exquisite views of the ocean. Proceeding inland by the St. Lawrence valley, the famous scenery of that river, bordered by the blue Laurentian

highlands on the north and west and the distant Appalachian range with the Notre Dame mountains of Gaspé on the east and south, forms a constantly changing picture of rare beauty. Pastoral and agricultural land, interspersed with frequent cities of the Ontario peninsula, borders the Great Lakes from Sault Ste. Marie eastward, and from the lake-shore roads of this province most extensive views of these inland seas may be had. From Winnipeg westward to the Rocky Mountains the unique beauty of the great plains, with their countless flowers or fields of grain, unbounded save by the horizon, presents an inspiring sight, and for wonderful mountain scenery, with magic lakes and waterfalls, with ancient glaciers of snowy white and pale sea-green and blue, nothing can surpass the Canadian Rockies.

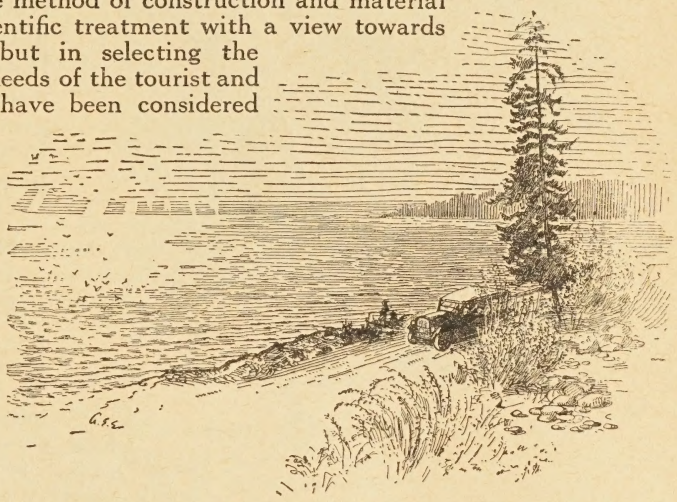
While large parts of Canada may be described as natural parks awaiting future development, the national parks now under control of the Dominion and the Provincial Governments aggregate about 27,000 square miles. Of these parks, the Rocky Mountains Park, situated partly in British Columbia and partly in Alberta, and the Kootenay National Park in British Columbia, are accessible for automobiles. It would be difficult to find more beautiful and majestic scenery than one beholds in these mountain parks where nature preserves her rugged primeval beauty. Although the large provincial parks of Ontario and Quebec are chiefly wild lake and forest land not as yet opened for automobiles, there are extensive tracts of lakeland in these provinces and in New Brunswick and Nova Scotia which can be reached by automobile, virtual parks in natural beauty, favourite resorts of the hunter, fisherman, canoeist and camper.

Not the least of Canada's attractions for the motorist is the excellent summer climate prevailing throughout the land. The air is pure and buoyant and often laden with sweet scented perfumes from forest and field. The temperature, while subject to the inevitable heat-waves of summer in the interior is, as a rule, pleasantly moderate throughout Canada. On the Atlantic coast the heat of summer is always tempered by cool ocean breezes.

The clearness and dryness of the atmosphere produce the most beautiful skies, by day of deepest blue with snowy clouds drifting by, and by night a maze of innumerable stars. Autumn especially is most attractive, for then the cool breezes of evening and morning are invigorating and the country pretty with gorgeous colours.

The highways of Canada are planned and constructed on scientific principles and are intended to reach and maintain the standard of efficiency required for the modern vehicle.

In the construction of modern highways in Canada not only have the method of construction and material used received scientific treatment with a view towards standardization, but in selecting the right-of-way the needs of the tourist and general motorist have been considered in order to ensure easy gradients, safety and picturesque views. Many of the Canadian highways are unsurpassed in the beautiful scenery which they disclose to the motorist of ocean, lake and stream, of mountains, valleys and plains.



As far as possible a uniform method has been adopted throughout Canada of informing and warning traffic by direction and danger signals at railway crossings, hills and curves. Motor camp sites under supervision, having all the requisites for tourists' comfort, are now general. Road-houses at convenient sites may be found everywhere, together with repair and service stations, and the tourist may expect courteous and hospitable treatment wherever he goes.

The main trunk highways of Canada in the different Provinces may be briefly described as follows:

PRINCE EDWARD ISLAND

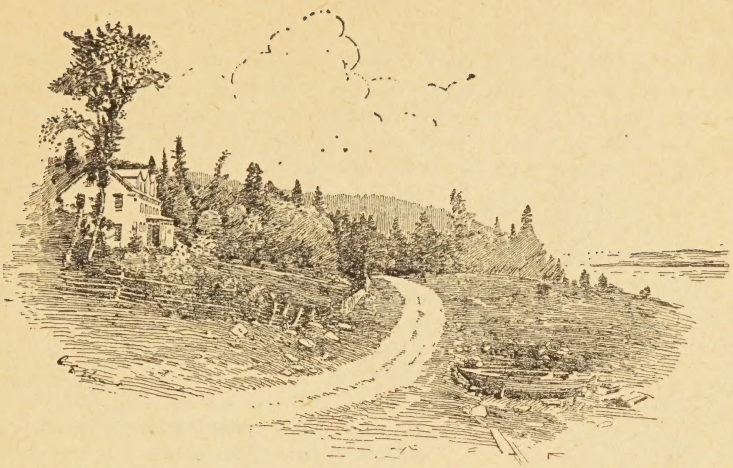
The island is reached from the mainland by a car ferry running between Cape Tormentine, N.B., and Port Borden, whence by a short branch of the main trunk highway system of the Province one reaches Charlottetown, the capital. There is also a steamer running direct between Pictou, N.S., and Charlottetown which carries automobiles.

From the capital there radiates in every direction, a system of roads reaching all parts of the island with a total mileage of 3,650. Prince Edward Island is a continuous garden under cultivation, a land of brilliant colours, reds and greens, surrounded by the bluest sea and inimitable beaches.

NOVA SCOTIA

Traversing the picturesque and historic country of Nova Scotia are 15,190 miles of highways of which about two-thirds are good motor roads. The main trunk highway system enters the province from New Brunswick near Amherst and, skirting the Minas Basin to Truro, proceeds direct to Halifax. A continuation of the main highway system runs from Truro eastwardly to Mulgrave, where a car-ferry crosses the Strait of Canso to Port Hawkesbury. From there the highway runs direct to Sydney, Cape Breton, keeping close along the shores of the Bras d'Or lakes for part of the way. An alternative route, though rather longer, is that on the west coast through Inverness, the Margaree district and Baddeck, crossing the Great Bras d'Or at Ross Ferry.

One of the notable motor-tours in Canada is that from Halifax through southwestern Nova Scotia. The highway skirts the Atlantic along the south and west shore, often bringing one to magnificent marine views, then along the north shore, near the Bay of Fundy, passing through the famous Annapolis river valley to historic Annapolis Royal and Grand Pré, and so by way of Minas Basin to Halifax, making a complete circuit of western Nova Scotia, a mileage of 450 miles. Three inter-county improved highways cross this circuit running north and south and pass through an interior country well covered with lakes and streams, noted for their game and fish. This part of the province provides the best opportunities for camping and canoeing.

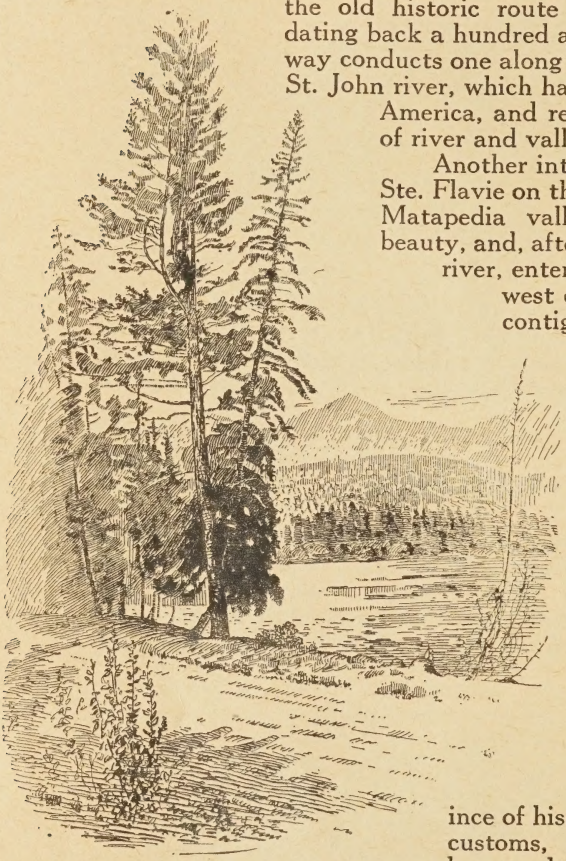


Nova Scotia is a province of historic interest with reminiscenses dating back to the early seventeenth century. The beauty of its fields and orchards, especially in blossom season, and its great extent of sea-coast with superb marine views, present singular attractions for the motorist.

NEW BRUNSWICK

In this province of great forests, trout-streams and salmon-rivers, which offer to the sportsman, canoeist, camper and hunter unsurpassed opportunities for a pleasant vacation, there are nearly 12,000 miles of highways open for automobile traffic. The interprovincial primary highway from western Canada follows the

old military highway from Rivière-du-Loup on the St. Lawrence to Edmundston and thence by the St. John valley, keeping close to the river, reaches the city of St. John, receiving on the way several branches from the state of Maine. From St. John, turning eastwardly, it continues to Sackville and enters Nova Scotia. This is the old historic route from Halifax to Quebec dating back a hundred and fifty years. This highway conducts one along the shores of the beautiful St. John river, which has been styled the Rhine of America, and reveals many striking views of river and valley.



Another interprovincial highway from Ste. Flavie on the St. Lawrence follows the Matapedia valley, noted for its scenic beauty, and, after crossing the Restigouche river, enters the province a few miles west of Campbellton at a point contiguous to the famous salmon rivers. Skirting the shores of Chaleur bay and the Gulf of St. Lawrence, this road enters Nova Scotia near Amherst.

A central arterial highway crosses New Brunswick from Newcastle to Fredericton following the valley of the Miramichi river, the well-known canoeing country.

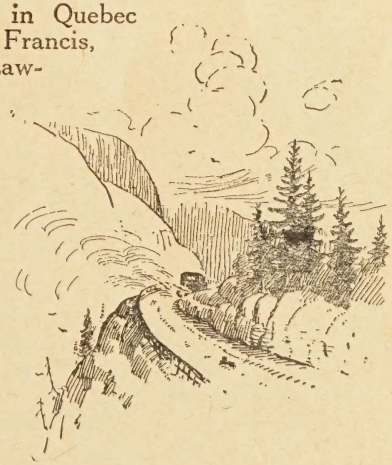
QUEBEC

Quebec, the ancient province of historic interest and old time customs, famous for its natural beauty, has nearly 35,000 miles of roads suitable for automobiles. Of these highways, over 9,000 miles are permanently improved with macadam, gravel or concrete. Ten arteries connect the province with the United States; four highways with Ontario, and two with the Maritime provinces.

The provincial highway extending along the north shore of the St. Lawrence river is a continuation of the Ontario provincial highway from Windsor. Entering the province near Beaudette, on the St. Lawrence river, it continues along the north shore through Montreal to Quebec and beyond to St. Simeon, 110 miles from Quebec, a total mileage from Beaudette to St. Simeon of 344

—a primary highway of the best possible construction revealing a continuous panorama of the beautiful St. Lawrence river. The extension from Quebec to St. Simeon will be further continued to Grande Baie on the Saguenay. From Grande Baie the improved highway makes a complete circuit of lake St. John, a distance of 240 miles. The Quebec-St. Simeon highway has an especial appeal to the tourist for it leads partly through an almost virgin country of great beauty, through many places of historic interest, and displays the typical French-Canadian life in all its attractiveness, the pretty little homes and villages, the well-kept farms and gardens, and many churches and ancient buildings dating from the early seventeenth century.

The longest continuous highway in Quebec commences at Valleyfield, near lake St. Francis, and skirts the south shore of the St. Lawrence, past Montreal, Quebec, and Rivière-du-Loup to Gaspé, a distance of 645 miles. From Gaspé a secondary road continues along the shore skirting the entire Gaspé peninsula to the headwaters of the Bay of Chaleur at Matapedia. The magnificent scenery visible from this highway is long to be remembered. Looking across the river one sees the mountains and highlands about Montreal, and further distant, the blue Laurentians approaching ever nearer the



river until at Quebec their bases touch the shore and continue down the St. Lawrence. Sunset views from this highway are particularly beautiful.

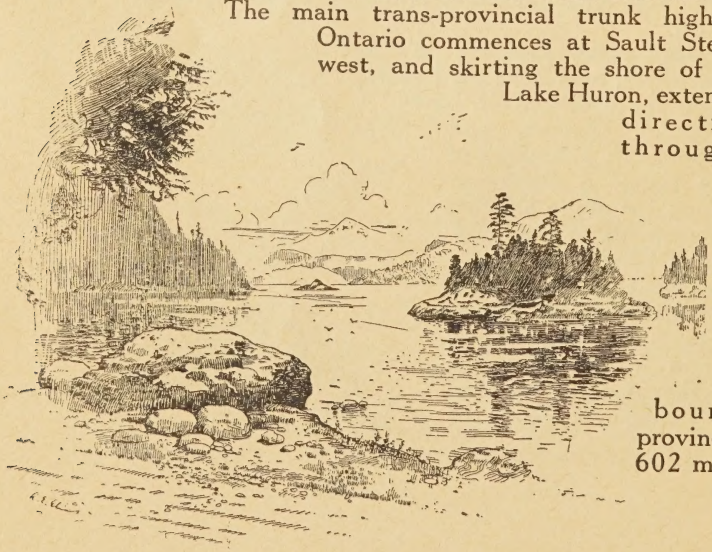
The Montreal-Mont Laurier highway is an improved road, 169 miles in length, leading to famous summer resorts in the Laurentian highlands, 1,200 feet above sea level. This highway gives access to a territory of great extent dotted with numerous lakes and rivers—a region of natural beauty, famed for its fishing, hunting, canoeing and camping opportunities. From beginning to end, this highway passes through one of the most picturesque regions of Quebec, adorned with pretty villages and towns and having every convenience for the motorist. From Mont Laurier the highway continues westwardly and joins the Hull-Maniwaki highway, portions of which are in process of improvement, making thereby a circuit from Montreal to Hull of 289 miles.

The Montreal-Ottawa highway, 122 miles long, on the north shore of the Ottawa river, provides a picturesque road which has become a popular route to the Capital.

ONTARIO

Of improved roads, Ontario has a total mileage of over 69,000 of which more than 8 per cent has been hard-paved, and more than 51 per cent gravel surfaced. Northern or New Ontario has now been connected with old Ontario by a good motor road between North Bay and Cochrane. From Cochrane this road is rapidly being extended westward, whilst in north-western Ontario, isolated centres of this provincial road system, such as at Kenora, Dryden and Rainy River are gradually approaching the linking up stage.

Nearly 52 per cent of Ontario's highways is composed of improved gravel roads which commend themselves to the public.



The main trans-provincial trunk highway system of Ontario commences at Sault Ste. Marie on the west, and skirting the shore of North Channel, Lake Huron, extends in an easterly direction, passing through Sudbury, along the north shore of Lake Nipissing to Mattawa, and thence following the Ottawa river, reaches Point Fortune at the eastern boundary of the province, a distance of 602 miles from Sault

Ste. Marie. From Point Fortune the Interprovincial highway system continues this road to Montreal.

At North Bay the Sault Ste. Marie route branches and turning to the south, traverses the Muskoka lake district, famous for its many summer resorts, canoe routes and fishing grounds, and passing to the west of lake Simcoe continues to Toronto, a mileage of 235 from North Bay to Toronto.

An important gateway to Ontario from the United States is Windsor, opposite Detroit, where thousands of tourists annually enter the Dominion. From this border city, after leaving Maidstone, two main trunk highways extend eastwardly. One, known as the Lake Erie North Shore Trail or the Talbot Road, passes close along the shore of Lake Erie to Niagara Falls, a distance of 257 miles, giving access to all the lake ports and summer resorts. The other, a more northerly route, passes through London, Woodstock and other cities in the southern peninsula, to Hamilton, a distance of 201 miles. From Hamilton two arterial routes, one known as the lake shore all cement concrete highway, proceed to Toronto, a mileage of 43. Leaving Toronto the lake shore main trunk route passes close along the shore of lake Ontario to Kingston and thence skirting the Thousand Islands district of the St. Lawrence, entering the Province of Quebec near Beaudette, a distance of 300 miles from Toronto to the Quebec boundary. The entire mileage from Windsor to the Quebec boundary, via London, is 545.

Another important gateway to Ontario from the United States and one of the most scenic highways in North America is the Lake Superior International Highway, which traverses the southwestern shore of lake Superior and extends from Duluth to Fort William, a distance of 450 miles. The Nipigon Highway from Fort William to Nipigon traverses the north shore of lake Superior and is equally famous for its lake views.

The most important gateway to Ontario is Niagara Falls, whence a paved highway leads to Hamilton where it intersects the main trunk highway extending from Windsor to Montreal.

A picturesque route, known as the Blue Water Highway, extends from Windsor along the south shore of lake St. Clair to Chatham and thence northerly to Sarnia. From this place the route continues north within a short distance of lake Huron to Owen Sound. At innumerable places one can camp in the immediate vicinity of the beach under the protection of pine groves, and

at all the chief summer resorts tourists' camps have been established with every convenience. From Owen Sound one may motor along the south shore of Georgian Bay to the Muskoka lakes country by way of Orillia. Or turning south at Barrie, the highway leads to Toronto, Hamilton, Niagara Falls and thence by the Lake Erie North Shore Trail (which forms the Canadian link of the

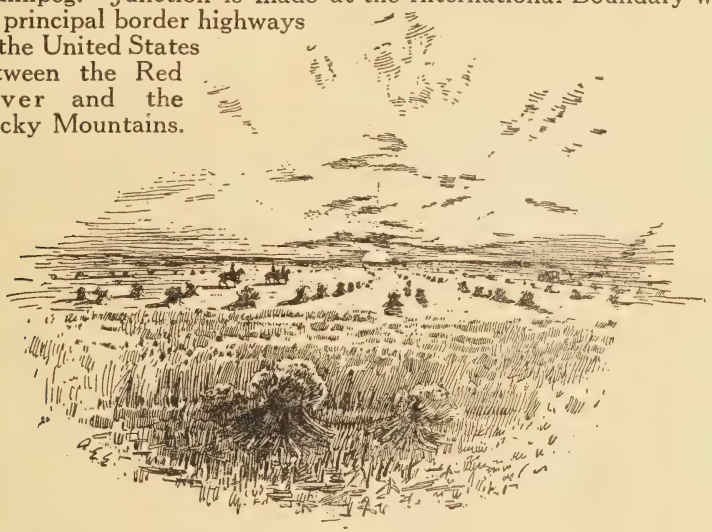
Roosevelt Highway) to Windsor. The entire mileage by this circuit of the Ontario peninsula from Windsor is 759.

Throughout the peninsula of Ontario, and from the Rideau lakes eastward, a great network of highways crosses the country in every direction. Ontario with its many pleasure grounds, lakes, rivers, forests, parks and healthful climate, offers many attractions to the tourist for rest and recreation, and its excellent system of improved roads has made accessible these natural charms.

PRAIRIE PROVINCES

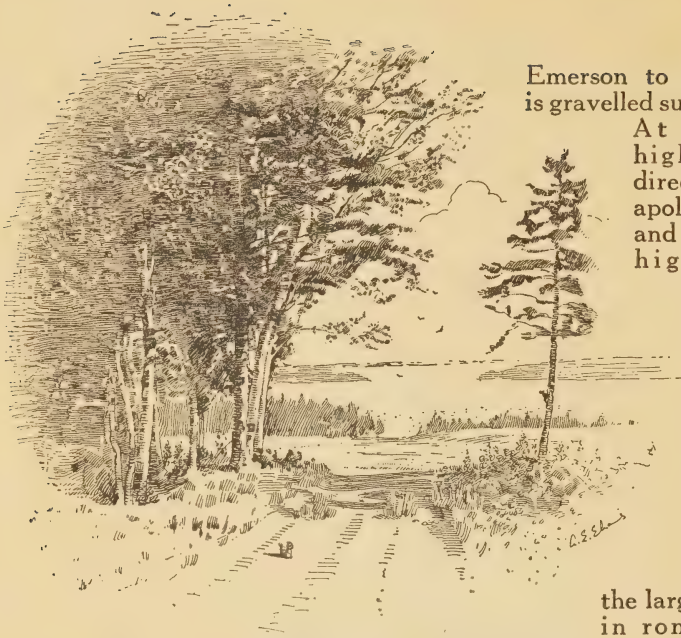
In the three Prairie Provinces there are 124,000 miles of roads open for traffic. Manitoba has 33,000 miles; Saskatchewan 32,000; and Alberta 59,400 miles.

Extending westwardly from Winnipeg there are five main highway routes with many connecting arteries, reaching every city and village in the prairies between the Rocky Mountains and lake Winnipeg. Junction is made at the International Boundary with all principal border highways in the United States between the Red River and the Rocky Mountains.



MANITOBA

In addition to the main highway routes running east and west the chief north and south route in Manitoba is known as the Lord Selkirk highway. Commencing at Emerson on the international boundary, this highway traverses the Red River valley to Winnipeg. From Winnipeg it continues north, passing Lower Fort Garry (built in 1831 and of great interest to tourists), to Selkirk and Winnipeg Beach whence a secondary road continues north along the west shore of lake Winnipeg. The entire highway from



Emerson to Winnipeg Beach is gravelled surface throughout. At Emerson this highway connects directly with Minneapolis and St. Paul, and with all main highways in the north central States. From Winnipeg additional good roads lead to summer resorts on lake Winnipeg and the Winnipeg river.

The Lord Selkirk highway gives access to the large hinterland rich in romance embracing all of northern Manitoba. By steamer and canoe one may travel over the fur-traders' routes northwardly to Hudson Bay, and westwardly by the Saskatchewan, Churchill, and their tributary rivers to lake Athabasca and the far north.

SASKATCHEWAN

The two provincial highways that traverse Saskatchewan from east to west, one through Regina, Moose Jaw and Swift Current, the other through Yorkton, Saskatoon, North Battleford and Lloydminster, provide good motor roads between Winnipeg and Calgary or Edmonton respectively, and, with the cross roads running north and south, make good connections with the Roosevelt Highway in Montana and North Dakota.

Access may be had by automobile to the wooded lake country of Northern Saskatchewan, where moose, deer, caribou, bear, ducks, geese, ptarmigan and fish abound. This section of Saskatchewan is one of the few large hunting grounds in America accessible by motor.

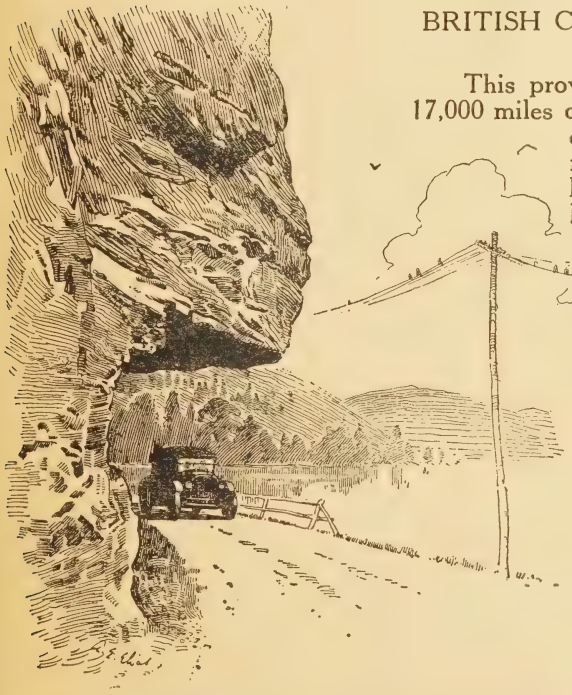
ALBERTA

An excellent surfaced road, 85 miles in length, connects Calgary with Banff in the Rocky Mountains Park and now has further extensions into British Columbia. One of these is to Lake Louise, Field and Golden, and the other is by way of the Banff-Windermere highway to the valley of the Columbia river, both thus joining up with the British Columbia provincial highway system.

From Edmonton the improved highway to Jasper Park is now constructed as far as Obed and the 42 mile stretch connecting with the park roadway system is rapidly being completed.

Connection is made with the Roosevelt highway in Montana at three points on the international boundary. This route, known as the Northern Arterial route, extending from Neepawa in Manitoba, via North Battleford and Edmonton, to Jasper Park and thence by the Yellowhead Pass and valley of the North Thompson river, will give access to Vancouver.

The Northern part of the Province is reached by the main trunk highway extending from the state of Montana through Cardston, Calgary, Red Deer and Edmonton to Athabaska. From the latter place this highway, when completed, will lead westwardly to the Peace River valley and Pouce Coupé in British Columbia. Edmonton may be considered the gateway to Canada's far northwest, for from here by rail and commodious steamer it is possible to travel to the Arctic ocean and the land of the midnight sun.



BRITISH COLUMBIA

This province, in which there are 17,000 miles of excellent motor roads, is entered on the east by two routes. First, the main trunk highway from Calgary to Rocky Mountains Park, passing Banff and Castle Mountain and continuing through Vermilion Pass to Sinclair Canyon, passes through Kootenay Park, and follows the Windermere river to Cranbrook. Second, the south central main highway from Winnipeg to Vancouver, joins the Windermere-Banff highway at Cranbrook.

There are two links in the trans-provincial highway system which are not yet joined up, one is that between Kuskanook and Nelson, which will cut out the ferry on Kootenay lake, and the other is between Revelstoke and Golden, around the great bend of the Columbia river, both of which are under construction at the present time.

The only north and south main trunk highway of British Columbia is the old historic Cariboo road which begins at Ashcroft, passes through Prince George to Hazelton, and, when completed, will continue to Prince Rupert on the coast. This highway will eventually extend from Vancouver to Prince Rupert.

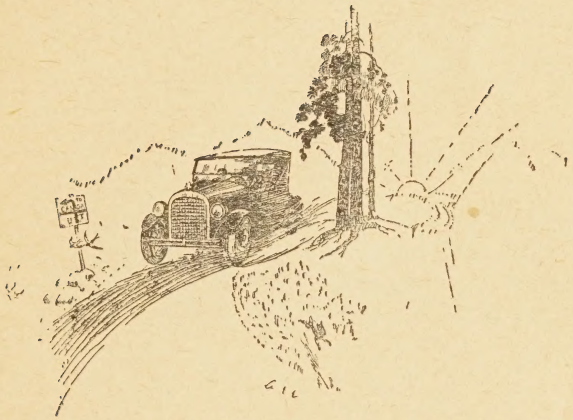
A touring trip through the National Parks of the Rocky Mountains is the only adequate means of obtaining a satisfactory acquaintance with the great natural wonders of that region. Ranges of mountains, with snow-capped peaks bearing glaciers of vivid hues, surround one on all sides. Vistas of mountain valleys with ice-fed streams open before one, their sides clothed in rich forest green to the edge of snow and ice. Beautiful flowers, of which there are 500 varieties, abound in these National Parks, and the native wild animals, which have greatly lost their sense of fear under protection, are often seen by the roadside. Mysteriously beautiful lakes are encountered, among which Lake Louise of magic beauty is considered one of the most perfect landscapes in the world. The sight across its opalescent surface to the great Victoria glacier beyond is a picture never to be forgotten.

VANCOUVER ISLAND

On Vancouver Island, which is reached by ferry from Vancouver city, there are many miles of beautiful highways along the east coast between Campbell River and Victoria, including drives through primeval forests of enormous trees. These motor roads are in excellent condition and are considered among the most attractive on the continent. The famous Malahat Drive, from Victoria to Shawnegan, crossing the Malahat range of mountains, commands superb views of the Strait of Georgia, with its numerous islands, and the far distant snow-covered ranges on the mainland.

Throughout the Dominion of Canada the motoring tourist is welcome and he is assured of courteous, hospitable treatment from Atlantic to Pacific.

ERNEST VOORHIS.



Road maps and information regarding various motor trips may be obtained upon request from the National Development Bureau, Department of the Interior, Ottawa, Canada.

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